

## Emergency Services training

Posted by: "Jerry Wellman"

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All,

Utah Wing is on the move. YOU are doing great things! There's a lot of excitement and I'm seeing lots of SAR training happening. I'd like to offer an overview of my expectations. Additional "ground level" details will be forthcoming from the wing's response team.

We need experts. If you're a mission pilot, you should be the VERY BEST mission pilot possible. If you're a mission staff assistant, you need to be the VERY BEST MSA! The goal is expertise, not a "lot of qualifications." The goal is not to create a cadre of incident commanders but to develop a total picture of resources. There should be no rush to approve qualifications but a focus to create expertise.

CAP has evolved from when I joined in 1971 when training was less defined. Now we have SQTRs and specialties and eServices, and NESAs and SAR schools, etc. I often feel an information overload and I cannot imagine how new members feel when they get hit with all the "gotta do" stuff. In many ways, today's CAP allows each member to move at his or her own pace and even document their own training. And it's also VERY confusing until you figure out the process.

After you log into eServices, look on the LEFT side of the screen. Look for "My Operations Qualifications" and click on the link. Once there you can select and print your CAPF101 (emergency services) card or, as I am focusing on today, document your training toward an emergency services specialty. Click on the "Entry/View Worksheet" link. Here you select the "achievement" you are working on. Let's look at, for example, the "Mission Staff Assistant." When you select that achievement, you get a screen of "tasks" to accomplish toward becoming qualified. All achievements require commander approval BEFORE you begin the process -- so talk to your commander so she/he can enter an approval. You may find some prerequisites -- and these need to be done FIRST. You will see some "familiarization and preparatory training" items and these need to happen NEXT. Once you have done these preparatory items, your commander will again approve your progress. Now you move into the "Advanced Training."

For an MSA qualification, you will see that EIGHT tasks are required. You do these BEFORE you actually participate in a mission or exercise. You can do these tasks in any order (but prior to the actual training missions) and squadrons could use such tasks as training night topics. For example, one task is "P-0101 Demonstrate the ability to keep a log." To the right of this task is a place to enter the date, the CAPID of your trainer and a mission number. You will get further information from the response team on specifics as to entering training data.

I want to address the standards and expectation with regard to the tasks found in each specialty. The above task, for example, is called "P-0101" and where might you find guidance on what this task is all about? The answer is in a set of publications (guides) CAP produced in 2005 called "Aircrew & Flight line Tasks" or "Mission Base Tasks."

On page 67 of the Mission Base Task Guide you will find a three-page lesson plan on how to keep a log i.e. Task P-0101. On the third page of this specific task guide is an evaluation that

measures whether or not you have completed what is required for completing the task. For P-0101 there are two items evaluated and a "pass" or "fail" grade. The EVALUATOR uses this evaluation to approve you completing the task.

Generally these two guides cover almost every task in every CAP specialty qualification process. Yes, the guides are several years old and sometimes references to current CAP regulation have changed. You can still work the process and work with your squadron and trainer to accomplish the tasks -- the intent remains to develop expertise rather than a laundry list of qualifications that you may or may not be expert in accomplishing.

I would encourage squadrons to use these task guides in their weekly or FTX or SAREX events and meetings. The guides are excellent sources of developing a standard of expertise. I'll ensure these two guides are available on the Utah Wing web site for you to download. They have many pages and I would encourage you to use them on line and not print out copies and waste paper. I would not suggest you need to keep "graded" papers in your files (unless you desire) as once the approval is entered in eServices, that is sufficient.

What is important is that your TRAINER can attest that you have accomplished the task. If a task is to prepare and fly a specific search pattern and complete CAPF104 information, etc., that's what is expected. Again, follow the task guide! If you use these guides in accomplishing a task, we will get experts! One oft-neglected task is to have a gridded sectional. If you are a trainer and attest to that being completed, ensure your "student" has a gridded sectional and that it's done correctly and the student knows how to use a gridded sectional. Every mission pilot should have a gridded sectional -- it's one of the required tasks.

There are lots of "what if" scenarios with regard to members with expertise gained in other agencies. Our response team will be preparing guidance on how to enter and attest to training. The expectation is that members need to know what the task requires and that we verify completion. A trainer is not to just "sign off" tasks and assume the member knows the data. We should not have a member with a specialty qualification ask "how" to accomplish something that's part of the certification process.

EVERY member has the opportunity to participate in the ES training process. EVERY one of you can log into eServices and work toward a qualification. Squadrons should have no excuse for "nothing to do" during a weekly meeting -- you can always have an SQTR task on your agenda so your members are either gaining expertise or renewing expertise on a regular basis. The EXPECTATION is to develop EXPERTISE. NEVER STOP the TRAINING and EDUCATION process! Even if you are qualified, seek refresher courses and training opportunities. When you respond to a mission with your current CAPF101 listing qualifications, you are the expert. You may be working next to someone from another agency and they expect you to be an EXPERT. Whether you are the IC or the planning section chief or the mission pilot or the person at the check-in desk -- the expectation is EXPERT.

Trainers who gloss over task requirements do members no favors! If you're the student, please step up to the EXPERT level and expect your trainer to accomplish what is expected. Some qualifications require years to complete and others can be done in a meeting or two. Don't cut the corners just to have something on your CAPF101!

There are excellent opportunities for training that include meeting nights, SAREX events and even attending specialty courses such as the National Emergency Services Academy. I would

encourage that if you have a specialty qualification or have attended NESA or other school that you share your expertise and volunteer to teach. When you teach you also solidify your expertise!

If you have questions about ES training, please contact our ES officer, our operations staff or anyone on the response team. They're serving in these staff roles to assist you!

Thanks for your forward progress! This is an awesome wing!

Jerry Wellman, Col., CAP  
Commander, Utah Wing

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